

It is expected that a Quorum of the Personnel Committee, Administration Committee, and Common Council will be attending this meeting: (although it is not expected that any official action of any of those bodies will be taken)

**CITY OF MENASHA**  
**Board of Public Works**  
**Third Floor Council Chambers, 140 Main Street, Menasha**  
August 18, 2008

6:40 PM

**AGENDA**

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**1. CALL TO ORDER**

A. -

**2. ROLL CALL/EXCUSED ABSENCES**

A. -

**3. MINUTES TO APPROVE-MINUTES & COMMUNICATIONS TO RECEIVE**

A. August 4, 2008

☐

[Attachments](#)

**4. DISCUSSION**

A. Change Order - Carl Bowers & Sons Construction Co., Province Terrace;  
Contract Unit No. TIF 9 2006-07: \$0 (Change Order No. 2)

☐

[Attachments](#)

B. Change Order - DeGroot, Inc.; City of Menasha Wastewater Collection System  
Rehabilitation Improvements Project - Phase 3, Contract No. E145-07-01C;  
Sanitary Sewer Replacement; 39-Day Time Extension to August 29, 2008 Due to  
"Unavoidable" Delays to Issue the Final Payment Request and Complete Project  
Closeout Documentation (Change Order No. 2)

☐

[Attachments](#)

C. Change Order - National Power Rodding Corporation; City of Menasha  
Wastewater Collection System Rehabilitation Improvements Project - Phase 3;  
Contract No. E145-07-01A; Sanitary Sewer Rehabilitation; 60-Day Time  
Extension for "Unavoidable" Delays to Issue the Final Payment Request and  
Complete Project Closeout Documentation (Change Order No. 2)

☐

[Attachments](#)

D. Change Order - Valley Sealcoat, Inc.; Contract Unit PRD 2008-02; DEDUCT:  
\$6,570.00 (Change Order No. 1)

☐

[Attachments](#)

E. Change Order - Valley Sealcoat, Inc.; Contract Unit PRD 2008-02. ADD:  
\$4,282.20 (Change Order No. 2)

☐

[Attachments](#)

F. Payment - Carl Bowers & Sons Construction Co., Inc.; Province Terrace;  
Contract Unit No. TIF 9 2006-07; \$45,721.66 (Payment No. 3)

☐

[Attachments](#)

G. Payment - Insituform Technologies, USA, Inc.; City of Menasha Wastewater  
Collection System Rehabilitation Improvements Project - Phase 3; Contract No.  
E145-07-01A; Sanitary Sewer Lining; \$185,406.00

☐

[Attachments](#)

H. Payment - Infrastructure Technologies, Inc.; City of Menasha Wastewater  
Collection System Rehabilitation Improvements Project - Phase 3; Contract No.  
E145-07-01A; Sanitary Manhole Lining; \$21,095.19 (Payment No. 5)

☐

[Attachments](#)

- I. Request for Stop Sign on Sixth Street at State Street (Ald. Pack)** ☐ [Attachments](#)
- J. Request for Traffic Control Signage at Lawson Street and Madison Street Intersection** ☐ [Attachments](#)
- K. Request for Traffic Control Signage at Madison Street and Mathewson Street Intersection** ☐ [Attachments](#)
- L. Recommendation to Establish Tire Disposal Fees (Held)** ☐ [Attachments](#)
- M. Memorandum of Understanding Between the City of Menasha and the Town of Harrison - Carpenter Street/Barker Farm Park Bicycle/Pedestrian Access Trail** ☐ [Attachments](#)

## **5. ADJOURNMENT**

**A. -**

"Menasha is committed to its diverse population. Our Non-English speaking population and those with disabilities are invited to contact the Menasha City Clerk at 967-3603 24-hours in advance of the meeting for the City to arrange special accommodations."

**CITY OF MENASHA**  
**Board of Public Works**  
**Third Floor Council Chambers, 140 Main Street, Menasha**  
August 4, 2008

**MINUTES**

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**1. CALL TO ORDER**

Meeting called to order by Chairman Pack at 6:30 p.m.

**2. ROLL CALL/EXCUSED ABSENCES**

**A. -**

PRESENT: Wisneski, Pack, Hendricks, Zelinski, Michalkiewicz, Pamentor, Taylor,

EXCUSED: Benner

ALSO PRESENT: Mayor Merkes, CA/HRD Brandt, Lt. Bouchard, DPW Radtke, CDD Keil, AP Beckendorf, C/T Stoffel, Clerk Galeazzi, the Press

**3. MINUTES TO APPROVE-MINUTES & COMMUNICATIONS TO RECEIVE**

**A. [July 21, 2008](#)**

Moved by Alderman Wisneski, seconded by Alderman Hendricks to approve minutes of July 21, 2008

Motion Carried on voice vote

Results:

**4. DISCUSSION**

**A. [Street Use Application - St. Mary Central High Homecoming Parade; Friday, September 26, 2008; 5:00 PM - 5:45 PM](#)**

CA/HRD Brandt explained he has received insurance certificates from both St. Mary's and Menasha High School. Insurance is in order and acceptable.

Lt. Bouchard reported Police Dept. will use staff and Auxiliary officers to help with both parades.

**B. [Street Use Application - Menasha High School Homecoming Parade; Friday, September 26, 2008; 5:30 PM - 6:15 PM](#)**

No Questions or Discussion

**C. [Payment - Badger Highways Co., Inc.; New Street Construction/Street Reconstruction; Contract Unit No. 2008-01; \\$180,457.25 \(Payment No. 2\)](#)**

DPW Radtke explained everything is in order and acceptable for this payment.

**D. [O-14 -08 An Ordinance Relating to Yield Signs on Applewood Drive at Southfield Drive and on Sweetbriar Lane at Southfield Drive](#)**

No Questions or Discussion

**E. O-15 -08 An Ordinance Relating to Tire Disposal**

CA/HRD Brandt is recommending the Council suspend the rules and take up this ordinance during the Common Council meeting . The tire disposal fees can be established after the ordinance is passed and published. This will allow the City to start collecting the new fees when the City is required to pay the increase set by the County.

**F. Recommendation to Establish Tire Disposal Fees**

Moved by Alderman Wisneski, seconded by Alderman Michalkiewicz to hold item until next meeting

Motion Held

Results:

**5. ADJOURNMENT**

**A. -**

Moved by Alderman Michalkiewicz, seconded by Alderman Pamenter to adjourn at 6:38 p.m.

Motion Carried on voice vote

Results:

*Deborah A. Galeazzi*

Respectfully submitted by Deborah A. Galeazzi, City Clerk



## CHANGE ORDER

DATE: August 13, 2008

CHANGE ORDER NO: Two (2)

CONTRACTOR: Carl Bowers & Sons Construction Co., Inc.

CONTRACT NO.: TIF 9 2006-07

PROJECT: Province Terrace

*You are directed to make the changes noted below in the subject contract unit number.*

### Landscaping for Detention Pond

#### Item

3	Wet Prairie Seeding – 1,870 SY @ \$2.00 P/SY	DEDUCT:	\$ 3,740.00
4	Prairie Seeding - 5,680 SY @ \$1.35 P/SY	DEDUCT:	\$ 7,668.00
	Planting Beds – 1 LS @ \$11,408.00	ADD:	<u>\$ 11,408.00</u>
			\$ 0

The changes result in the following adjustments:

	CONTRACT - TOTAL	TIME
Prior to this Change Order	\$ 612,919.55	_____ Days
Adjustments per this Change Order	\$ 0	_____ Days
Current Contract Status	\$ 612,919.55	_____ Days

Directed/Authorized  
City of Menasha Dept. of Public Works

BY: \_\_\_\_\_

DATE: \_\_\_\_\_

Accepted

\_\_\_\_\_

BY: \_\_\_\_\_

DATE: \_\_\_\_\_



August 13, 2008

Board of Public Works  
City of Menasha  
Menasha, WI 54952

RE: Traffic Study Report – Lawson Street and Madison Street


Members of the Board:

The Board of Public Works directed that a traffic study be made for determining the need for a traffic control signage at the intersection of Lawson Street and Madison Street.

Attached to this letter is a copy of the Engineering Department's Traffic Study. The Traffic Study provides information relating to traffic volume, accident history and Manual on Uniform Traffic Control Devices (MUTCD) warrants for installation of regulatory signs.

In reviewing the information and from observations at the intersection, there is no apparent need for traffic control signage at the above referenced intersection.

Sincerely,

  
Tim J. Montour  
Engineering Supervisor

Attachments

C: Street file

20080813-015 PUBLIC WORKS Dept. City of Menasha, WI 54952

## Traffic Study – Lawson Street at Madison Street

### Reason for Study

The Mayor received a request to investigate this intersection due to safety concerns as well as speeding and failure to yield to traffic.

### Physical Conditions

Lawson Street is 33' back of curb to back of curb. The street has a bituminous concrete surface with concrete curb and gutter. There are concrete sidewalks on both sides of the street. The road right of way width is 50' and the area is single family residential.

Madison Street is 33' back of curb to back of curb. The street has a bituminous concrete surface with concrete curb and gutter. There are sidewalks on both sides of the street. The road right of way width is 50' and the area is single family residential. Madison Street to the east dead ends approximately 155' from Lawson Street at the railroad tracks. The railroad crossing at Madison Street was abandoned with an agreement with the railroad. Before the railroad crossing was abandoned, there were stop signs on Lawson Street at Madison Street. I believe this was because of truck traffic west on Madison Street to the treatment plant. When that truck traffic was moved to Garfield Avenue and Madison Street was no longer a through street, the stop signs were removed.

Currently there is no traffic control at the intersection and the speed limit is 25 mph in the entire area. Parking is allowed on both sides of the street of the respective streets.

### Criteria Used from MUTCD

#### **Section 2B.05 STOP Sign Applications**

*Guidance:*

*STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:*

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law; (See recommendations)*
- B. Street entering a through highway or street; (Not applicable)*
- C. Unsignalized intersection in a signalized area; and/or (Not applicable)*
- D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign. (See recommendations)*

*Standard:*

*Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.*

*Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.*

*Guidance:*

*STOP signs should not be used for speed control.*

*STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).*

*2003 Edition Page 2B-7*

*Sect. 2B.05 to 2B.07*

*Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.*

*A STOP sign should not be installed on the major street unless justified by a traffic engineering study.*

*Support:*

*The following are considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:*

- A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
- B. Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds;*
- C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and*



*D. Stopping the direction that has the best sight distance to conflicting traffic.*

*The use of the STOP sign at highway-railroad grade crossings is described in Section 8B.08. The use of the STOP sign at highway-light rail transit grade crossings is described in Section 10C.04.*

#### **Section 2B.08 YIELD Sign (R1-2)**

##### **Standard:**

*The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.*

##### **Support:**

*The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down or stop when necessary to avoid interfering with conflicting traffic.*

#### **Section 2B.09 YIELD Sign Applications**

##### **Option:**

*YIELD signs may be used instead of STOP signs if engineering judgment indicates that one or more of the following conditions exist:*

*A. When the ability to see all potentially conflicting traffic is sufficient to allow a road user traveling at the posted speed, the 85th-percentile speed, or the statutory speed to pass through the intersection or to stop in a reasonably safe manner. (See recommendations)*

*B. If controlling a merge-type movement on the entering roadway where acceleration geometry and/or sight distance is not adequate for merging traffic operation. (Not applicable)*

*C. The second crossroad of a divided highway, where the median width at the intersection is 9 m (30 ft) or greater. In this case, a STOP sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway. (Not applicable)*

*D. An intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign. (See recommendations)*

##### **Standard:**

*A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout intersection.*

#### **Traffic Count**

Lawson Street (between Abby Ave. and Madison St.) - 24 hour traffic count was taken on July 25-26, 2008 with a total of 235 vehicles

Madison Street (between Lawson St. and Mathewson St.) - 24 hour traffic count was taken on July 28-29, 2008 with a total of 90 vehicles

#### **Accident History**

There have been two reportable accidents in the vicinity of the intersection (see attached).

#### **Observations**

While gathering information in the field at the intersection location and placing the loop counter in the roadway the following observations were made;

- Existing houses in the area are close to the roadway and sight distance can be limited in the vision triangle
- Traffic on Madison Street is local to residents on Madison Street or Mathewson Street

#### **Recommendations**

As the Traffic Study points out, Guidance/Warrants for a Stop or Yield Sign Application from the MUTCD are not substantially satisfied at this intersection. Accident history and low volume of traffic do not warrant a yield sign or a stop sign on either leg of the intersection. The accident history does not provide evidence that the limited sight distance within the vision triangle is a safety issue. Normal right of way rule states that the vehicle that arrives first has the right of way. If two vehicles arrive simultaneously, the vehicle on the right has the right of way. Stop signs should not be used for speed control.

DETAILS OF ACCIDENT HISTORY

<div>PERIOD STUDIED: FROM: TO: 0 MONTHS</div>		# VEHICLES	SEVERITY	LIGHT COND	ROAD CHA R	SURFACE	WEATHER	ROUTE NUMBER/STREET NAME: Lawson St. LOCATION 50 block MUNICIPALITY: Menasha REFERENCE MARKERS / NODES:		COUNTY: Winnebago	CASE No. FILE: lawson_50block BY: cr DATE: 8/11/2008		
No.	DATE	TIME						CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION		KEY #	
2	12/24/1999	20:32						INJ			FIXO		
1	1/19/1996	18:00						PDO			REN		

# ACCIDENT SUMMARY SHEET

ROUTE: *Lawson St.*

LOCATION: *50 block*

MUNICIPALITY: *Menasha*

COUNTY: *Winnebago*

TIME PERIOD COVERED: -

REFERENCE MARKERS / NODES: -

REMARKS: *All Accidents*

DATE: *8/11/2008*

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	0	0.0%	North	3	75.0%	Northeast	0	0.0%
10 AM - 4 PM	0	0.0%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	1	50.0%	East	0	0.0%	Southeast	0	0.0%
7 PM - 12 AM	1	50.0%	West	0	0.0%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	Total	4		Unspecified	1	25.0%
Unspecified	0	0.0%						
Total	2		ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
WEATHER	# ACC	%	Rear End	1	50.0%	Pedestrian	0	0.0%
Clear	2	100.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Cloudy	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Rain	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Snow	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Fixed Object	1	50.0%	Animal	0	0.0%
Fog/Smog/Smoke	0	0.0%	Head On	0	0.0%	Other	0	0.0%
Unspecified	0	0.0%	Sideswipe	0	0.0%	Unspecified	0	0.0%
Total	2		Total	2				

SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%
Dry	0	0.0%	Fatal	0	0.0%
Wet	0	0.0%	Injury	1	50.0%
Mud/Slush	1	50.0%	Property Damage	1	50.0%
Snow/Ice	0	0.0%	Non-Reportable	0	0.0%
Unspecified	1	50.0%	Total	2	
Total	2				

TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%
Winter (Dec-Feb)	2	100.0%	Passenger Cars	0	0.0%
Spring (Mar-May)	0	0.0%	Commercial Vehicles	0	0.0%
Summer (Jun-Aug)	0	0.0%	Total	-1	
Fall (Sep-Nov)	0	0.0%			
Total	2				

DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%
Sunday	0	0.0%	Daylight	0	0.0%
Monday	0	0.0%	Dawn/Dusk	0	0.0%
Tuesday	0	0.0%	Night	0	0.0%
Wednesday	0	0.0%	Unspecified	2	100.0%
Thursday	0	0.0%	Total	2	
Friday	2	100.0%			
Saturday	0	0.0%			
Total	2				

## SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	0
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
<b>Total Accidents</b>	<b>0</b>

# COLLISION DIAGRAM

Key Number =

MUNICIPALITY: <i>Menasha</i>	COUNTY: <i>Winnebago</i>	FILE: <i>lawson_50block</i>
INTERSECTION: <i>Lawson St.</i>		CASE #:
PERIOD: <i>0</i> YEARS <i>0</i> MONTHS	FROM	TO
	BY: <i>cr</i>	DATE: <i>8/11/2008</i>


















Northbound 

*Lawson St.*



*Lawson St.*

2

SYMBOLS		MANNER OF COLLISION	
 MOVING VEHICLE	<b>P</b> PEDESTRIAN	 REAR END	 HEAD ON
 TURNING VEHICLE	<b>B</b> BICYCLIST	 LEFT TURN	 RIGHT TURN
 BACKING VEHICLE	<b>A</b> ANIMAL	 LEFT TURN	 RIGHT TURN
 PARKED VEHICLE	 FIXED OBJECT	 OVERTAKE	 RIGHT ANGLE
 RECORD NUMBER	 Fatal	 OUT OF CONTROL	 SIDE SWIPE





August 13, 2008

Board of Public Works  
City of Menasha  
Menasha, WI 54952

RE: Traffic Study Report – Mathewson Street and Madison Street

Members of the Board:

The Board of Public Works directed that a traffic study be made for determining the need for a traffic control signage at the intersection of Mathewson Street and Madison Street.

Attached to this letter is a copy of the Engineering Department's Traffic Study. The Traffic Study provides information relating to traffic volume, accident history and Manual on Uniform Traffic Control Devices (MUTCD) warrants for installation of regulatory signs.

In reviewing the information and from observations at the intersection, there is no apparent need for traffic control signage at the above referenced intersection.

Sincerely,

Tim J. Montour  
Engineering Supervisor

Attachments

C: Street file

\\Fs01-01\CityOfMenasha\PublicWorks\Traffic\Mathewson Madison 13 2008.doc



## **Traffic Study – Mathewson Street at Madison Street**

### **Reason for Study**

The Mayor received a request to investigate this intersection due to safety concerns and failure to yield to traffic.

### **Physical Conditions**

Mathewson Street is 33' back of curb to back of curb. The street has a bituminous concrete surface with concrete curb and gutter. There are concrete sidewalks on both sides of the street. The road right of way width is 50' and the area is single family residential.

Madison Street is 33' back of curb to back of curb between Mathewson Street and Lawson Street. This section of street has a bituminous concrete surface with concrete curb and gutter. This section of Madison Street has sidewalk on both sides of the street with the exception of the Neenah-Menasha Sewerage Commission Treatment Plant property where there is no sidewalk. To the west of Mathewson Street there is no curb and gutter with a bituminous concrete pavement approximately 28' wide. There are no sidewalks located on this section of Madison Street and it dead ends approximately 150' to the west Mathewson Street. The road right of way width is 50' and the area single family residential with the Neenah-Menasha Sewerage Commission Treatment Plant on the north side of Madison Street.

Currently there is no traffic control at the intersection and the speed limit is 25 mph in the entire area. Parking is allowed on both sides of the street of the respective streets.

### **Criteria Used from MUTCD**

#### ***Section 2B.05 STOP Sign Applications***

*Guidance:*

*STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:*

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law; (See recommendations)*
- B. Street entering a through highway or street; (Not applicable)*
- C. Unsignalized intersection in a signalized area; and/or (Not applicable)*
- D. **High speeds, restricted view**, or crash records indicate a need for control by the STOP sign. (See recommendations)*

*Standard:*

*Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.*

*Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.*

*Guidance:*

***STOP signs should not be used for speed control.***

*STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).*

*2003 Edition Page 2B-7*

*Sect. 2B.05 to 2B.07*

*Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.*

*A STOP sign should not be installed on the major street unless justified by a traffic engineering study.*

*Support:*

*The following are considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:*

- A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*
- B. Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds;*
- C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and*
- D. Stopping the direction that has the best sight distance to conflicting traffic.*

*The use of the STOP sign at highway-railroad grade crossings is described in Section 8B.08. The use of the STOP sign at highway-light rail transit grade crossings is described in Section 10C.04.*

### **Section 2B.08 YIELD Sign (R1-2)**

#### **Standard:**

*The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.*

#### **Support:**

*The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down or stop when necessary to avoid interfering with conflicting traffic.*

### **Section 2B.09 YIELD Sign Applications**

#### **Option:**

*YIELD signs may be used instead of STOP signs if engineering judgment indicates that one or more of the following conditions exist:*

- A. When the ability to see all potentially conflicting traffic is sufficient to allow a road user traveling at the posted speed, the 85th-percentile speed, or the statutory speed to pass through the intersection or to stop in a reasonably safe manner. **(See recommendations)***
- B. If controlling a merge-type movement on the entering roadway where acceleration geometry and/or sight distance is not adequate for merging traffic operation. **(Not applicable)***
- C. The second crossroad of a divided highway, where the median width at the intersection is 9 m (30 ft) or greater. In this case, a STOP sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway. **(Not applicable)***
- D. An intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign. **(See recommendations)***

#### **Standard:**

*A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout intersection.*

### **Traffic Count**

Mathewson Street (south of Madison Street) - 24 hour traffic count was taken on July 30-31, 2008 with a total of 89 vehicles

Madison Street (between Lawson and Mathewson) - 24 hour traffic count was taken on July 28-29, 2008 with a total of 90 vehicles

### **Accident History**

There was one accident in the vicinity of the intersection (see attached).

### **Observations**

While gathering information in the field at the intersection location and placing the loop counter in the roadway two observations were made;

- Treatment Plant property to the north of Madison St. at Mathewson St. can be accessed by a gated driveway north off of Madison St. According to plant personnel that driveway is only used when access cannot be made to the plant from Garfield Avenue. It is typically locked and not utilized.
- Existing houses in the area are close to the roadway and sight distance can be limited in the vision triangle.

### **Recommendations**

As the Traffic Study points out, Guidance/Warrants for a Stop or Yield Sign Application from the MUTCD are not substantially satisfied at this intersection. State statutes assign right of way at an uncontrolled "T" intersection to the traffic along the top of the "T", meaning traffic on Mathewson Street should be yielding to traffic on Madison St. Accident history and low volume of traffic do not warrant a yield sign or a stop sign on either leg of the intersection. Traffic from the west on Madison Street is minimal as there is only one house west of Mathewson Street. Limited sight distance due to existing houses does not warrant signage as the accident history does not provide evidence of a problem. Stop signs should not be used for speed control.



DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: TO:		0 MONTHS		# VEHICLES	SEVERITY	LIGHT CONDITION	ROAD CHARACTER	SURFACE	WEATHER	ROUTE NUMBER/STREET NAME: Madison St. LOCATION at Mathewson St. MUNICIPALITY: Menasha COUNTY: Winnebago REFERENCE MARKERS / NODES: -			CASE No. FILE: radison_mathewsc BY: cr DATE: 8/11/2008				
No.	DATE	TIME	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION					KEY #							
1	3/12/2004	22:59	2	PDO	4	1	1	1	1	2	40	Othr	car unit 1 was towing moved to right, hit legally parked unit 2				

# ACCIDENT SUMMARY SHEET

ROUTE: *Madison St.*

LOCATION: *at Mathewson St.*

MUNICIPALITY: *Menasha*

COUNTY: *Winnebago*

TIME PERIOD COVERED: -

REFERENCE MARKERS / NODES: -

REMARKS: *All Accidents*

DATE: *8/11/2008*

<b>TIME OF DAY</b>	<b># ACC</b>	<b>%</b>	<b>DIRECTION</b>	<b># ACC</b>	<b>%</b>	<b>DIRECTION</b>	<b># ACC</b>	<b>%</b>
6 AM - 10 AM	0	0.0%	North	2	100.0%	Northeast	0	0.0%
10 AM - 4 PM	0	0.0%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	0	0.0%	East	0	0.0%	Southeast	0	0.0%
7 PM - 12 AM	1	100.0%	West	0	0.0%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>2</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>1</b>							
<b>WEATHER</b>	<b># ACC</b>	<b>%</b>	<b>ACCIDENT TYPE</b>	<b># ACC</b>	<b>%</b>	<b>ACCIDENT TYPE</b>	<b># ACC</b>	<b>%</b>
Clear	1	100.0%	Rear End	0	0.0%	Pedestrian	0	0.0%
Cloudy	0	0.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	1	100.0%
<b>Total</b>	<b>1</b>		Sideswipe	0	0.0%	Unspecified	0	0.0%
			<b>Total</b>	<b>1</b>				
<b>SURFACE</b>	<b># ACC</b>	<b>%</b>	<b>ACCIDENT SEVERITY</b>	<b># ACC</b>	<b>%</b>			
Dry	1	100.0%	Fatal	0	0.0%			
Wet	0	0.0%	Injury	0	0.0%			
Mud/Slush	0	0.0%	Property Damage	1	100.0%			
Snow/Ice	0	0.0%	Non-Reportable	0	0.0%			
Unspecified	0	0.0%	<b>Total</b>	<b>1</b>				
<b>Total</b>	<b>1</b>							
<b>TIME OF YEAR</b>	<b># ACC</b>	<b>%</b>	<b>TYPE OF VEHICLE</b>	<b># ACC</b>	<b>%</b>			
Winter (Dec-Feb)	0	0.0%	Passenger Cars	2	100.0%			
Spring (Mar-May)	1	100.0%	Commercial Vehicles	0	0.0%			
Summer (Jun-Aug)	0	0.0%	<b>Total</b>	<b>2</b>				
Fall (Sep-Nov)	0	0.0%						
<b>Total</b>	<b>1</b>							
<b>DAY OF WEEK</b>	<b># ACC</b>	<b>%</b>	<b>LIGHT CONDITION</b>	<b># ACC</b>	<b>%</b>			
Sunday	0	0.0%	Daylight	0	0.0%			
Monday	0	0.0%	Dawn/Dusk	0	0.0%			
Tuesday	0	0.0%	Night	1	100.0%			
Wednesday	0	0.0%	Unspecified	0	0.0%			
Thursday	0	0.0%	<b>Total</b>	<b>1</b>				
Friday	1	100.0%						
Saturday	0	0.0%						
<b>Total</b>	<b>1</b>							

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

	<b>0</b>
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
<b>Total Accidents</b>	<b>0</b>



City of Menasha • Office of the City Attorney  
Jeffrey S. Brandt, City Attorney

MEMO

TO: Board of Public Works

FROM: Jeff Brandt JSB  
Mark Radtke MR

SUBJECT: Tire disposal fees

DATE: July 31, 2008

It is recommended that the Board of Public Works establish tire disposal fees as follows:

<u>Car Tires</u> – 16" or less -	\$3.00/tire
<u>Truck tires</u> – Larger than 16" -	\$5.00/tire
<u>Tractor tires</u> –	\$7/tire

The County charges by weight for greater than five tires. If we establish these fees, the City will be able to capture enough at the per tire rate to meet the County fee. Since the ordinance needs to be approved prior to setting the fee, we recommend that the Common Council suspend the rules and pass 0 – 15 – 08 on August 4, 2008. The Board of Public Works should hold the fee change until the August 18, 2008 meeting and then approve the fees.

ORDINANCE O – 15 – 08

AN ORDINANCE RELATING TO DISPOSAL OF TIRES

Introduced by Alderman Pack

The Common Council of the City of Menasha does ordain as follows:

SECTION 1: Sec. 8 – 3 – 7 (n) is repealed and recreated to read as follows:

- (1) Tire Disposal Fees. Residents disposing of tires at the authorized site(s) are subject to a fee which will be established by the Board of Public Works to reflect the actual cost of tire disposal.
- (2) Method of collection of the fee established under Section 8-3-7(n)(2) shall be determined by the Board of Public Works. These fees may be changed from time to time as may be determined by the Board of Public Works, but not more than once each calendar year.
- (3) Tires Prohibited. No tires used by commercial or manufacturing establishments are permitted in the designated disposal areas.

SECTION 2: This ordinance shall become effective upon its passage and publication as provided by law.

Passed and approved this \_\_\_\_\_ day of \_\_\_\_\_, 2008

\_\_\_\_\_  
Donald Merkes, Mayor

ATTEST:

\_\_\_\_\_  
Deborah A. Galeazzi, City Clerk

Attorney's Note: This ordinance was drafted at the direction of the Chairman of the Board of Public Works and mirrors the current ordinance relating to microwaves



## MEMORANDUM

To: Mayor and Common Council

From: PRD Tungate **BT**

Date: August 12, 2008

RE: Memorandum of Understanding Between the City of Menasha and the Town of Harrison – Carpenter Street/Barker Farm Park Bicycle/Pedestrian Access Trail

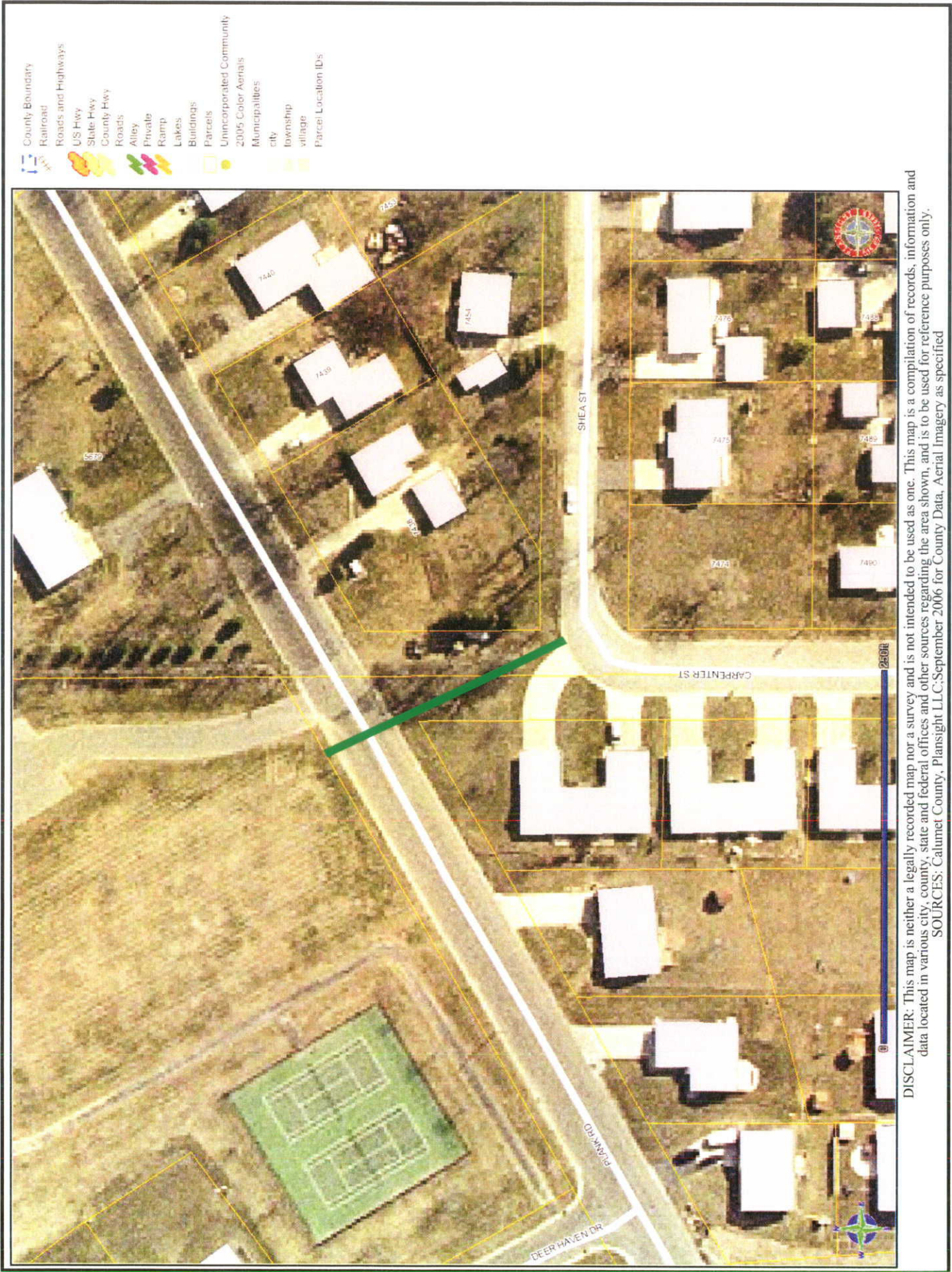
The attached Memorandum of Understanding (MOU) is a result of several months of discussions with Town of Harrison officials. This short trail link has both immediate and long term benefits. First, it provides a direct link into Barker Farm Park for city residents south of Manitowoc Road. Town of Harrison residents to the east of Carpenter Street will also benefit from this trail link. Both the Park Board and Plan Commission have previously endorsed this route.

Conceptual long term trail plans include extending an off road trail south of Carpenter Street, crossing Manitowoc Road and bringing it south all the way to Menasha Conservancy property. This future trail extension would require City of Appleton approval.

The Town of Harrison and the City of Menasha will split the cost of the project equally. The city has budgeted funds (31100-55-07-202-822) earmarked for Barker Farm Park development to carry out the project which is estimated to not exceed \$3,000.00. After the MOU is approved it would be our intent to connect an asphalt trail in the park to this new segment.

This project is a small but significant example of two municipalities working cooperatively for the good of both communities. This relationship will become even more important as future trail and a potential joint park project unfolds.





DISCLAIMER: This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only.  
SOURCES: Calumet County, Plansight LLC; September 2006 for County Data, Aerial Imagery as specified



**MEMORANDUM OF UNDERSTANDING**  
**between the**  
**City of Menasha and the Town of Harrison**

Relating to the joint development and maintenance of the  
Carpenter Street bicycle/pedestrian trail access to Barker Farm Park

This agreement is entered into by and between the City of Menasha and the Town of Harrison, herein after called "Town" and the City of Menasha, herein after called "City"

WHEREAS, both communities support the regional need for a comprehensive bicycle/pedestrian trail system connecting adjoining communities; and,

WHEREAS, the regional need for such a trail system can best be met through cooperative efforts between municipalities including cooperative development of identified trails, and the sharing of costs of maintaining these recreational and transportation facilities; and,

WHEREAS, both the Town and City have the necessary funds and or force account labor and equipment to carry out the terms of this agreement.

NOW THEREFORE, it is herby agreed between the parties as follows:

- A. It is accepted by both the City and the Town that both City and Town right of way (ROW) between Carpenter Street and Plank Road will be used for the trail.
- B. The exact location of the trail will be agreed upon by officials from each municipality before construction begins.
- C. City staff will engineer the trail.
- D. The trail will be 8' wide with a concrete surface to reduce long-term maintenance costs.
- E. The trail will run along the Carpenter Street joint City and Town ROW continuing across Plank Road to City park property.
- F. Project costs will include: all trail construction materials, equipment charges, labor, signage, pavement markings, and any other crossing design features to ensure a safe bicycle/pedestrian crossing of Plank Road. The City and Town will equally share in the final cost of the project estimated not to exceed \$6,000.00.
- G. Other than curb cuts, all trail construction work will be performed by City and Town crews; curb cuts will done by a contractor. All labor, equipment and materials expended by either the City or Town as well as contractor costs will be included in the final cost of the project.
- H. The City and Town agree to exchange certificates of insurance with at least \$1,000,000 liability coverage before work on the project begins. The certificate of insurance shall name each other as an additional insured.

- I. After completion of the project an invoice will be generated reflecting the project costs supplied by each party. The invoice will be sent from the party expending the most project costs to the other and will be due within 30 days.
- J. Except as provided in subsection K, the City and Town agree to equally share any future maintenance of the trail and crossing.
- K. Snow removal – In its sole discretion, the City may choose to remove snow on this joint trail. If the City removes snow, the City shall not invoice the Town for this work.

Passed and approved this \_\_\_\_\_ day of \_\_\_\_\_, 2008 by the Harrison Town Board.

Passed and approved this \_\_\_\_\_ day of \_\_\_\_\_, 2008 by the Common Council of the City of Menasha.

\_\_\_\_\_  
Joseph Sprangers  
Chairman  
Town of Harrison

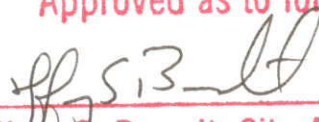
\_\_\_\_\_  
Donald J. Merkes  
Mayor  
City of Menasha

Witness:

\_\_\_\_\_  
Penny Weir  
Town Clerk  
Town of Harrison

\_\_\_\_\_  
Deborah A. Galeazzi  
City Clerk  
City of Menasha

Approved as to form

 8-13-08  
\_\_\_\_\_  
Jeffrey S. Brandt, City Attorney

Map Attached

CHANGE ORDER NO. CO-1450701C-02 DATE July 21, 2008

KAEMPFER & ASSOCIATES, INC. PROJECT: WASTEWATER COLLECTION SYSTEM  
 Consulting Engineers REHABILITATION IMPROVEMENTS PHASE 3  
 Post Office Box 150 OWNER: CITY OF MENASHA  
 650 East Jackson Street 140 Main Street  
 Oconto Falls, WI 54154 Menasha, WI 54952

OWNER'S PROJECT NO.: \_\_\_\_\_ ENGINEER'S PROJECT NO.: E145-05.11CONTRACTOR: DE GROOT, INC. CONTRACT DATE: November 12, 2007COMPLETION DATE: July 21, 2008REVISED COMPLETION DATE: August 29, 2008ADDRESS: 4201 Champion Road  
Green Bay, Wisconsin 54311-9801CONTRACT: E145-07-01C, Sanitary Sewer Replacement

You are directed to make the changes noted below in the above contract and this Change Order becomes a part of your contract, subject to all the conditions thereof;

NATURE OF CHANGE: Contractor is granted a 39-day time extension for "unavoidable" delays to issue the final payment request and complete project closeout documentation.

ADDITIONAL NUMBER OF CONTRACT DAYS PROVIDED BY THIS CHANGE ORDER: 39 DAYSEnclosures: None.

The changes result in the following adjustment of Contract Price:

Contract Price Prior to this Change Order \$212,233.57Net (~~Increase~~/~~Decrease~~) Resulting from this Change Order \$ 0.00Current Price, including this Change Order \$212,233.57

The above changes are approved:

FOR THE ENGINEER:

By:

Taryn S. Nall  
 Taryn S. Nall, P.E.

Date:

7/22/08

FOR THE OWNER:

By:

Mark Radtke, P.E., Director of Public Works

Date:

The above changes are accepted:

FOR THE CONTRACTOR:

DE GROOT, INC.

By:

Mark De Groot  
 Mark De Groot, President

Date:

7/28/08



CHANGE ORDER NO. CO-1450701B-02 DATE June 30, 2008

KAEMPFER & ASSOCIATES, INC. PROJECT: WASTEWATER COLLECTION SYSTEM  
Consulting Engineers REHABILITATION IMPROVEMENTS PHASE 3  
Post Office Box 150 OWNER: CITY OF MENASHA  
650 East Jackson Street 140 Main Street  
Oconto Falls, WI 54154 Menasha, WI 54952

OWNER'S PROJECT NO.: \_\_\_\_\_ ENGINEER'S PROJECT NO.: E145-05.11

CONTRACTOR: NATIONAL POWER RODDING CORPORATION CONTRACT DATE: November 15, 2007  
COMPLETION DATE: June 30, 2008  
REVISED COMPLETION DATE: August 29, 2008

ADDRESS: 2500 W. Arthington Street  
Chicago, Illinois 60612-4108

CONTRACT: E145-07-01B, Sanitary Sewer Rehabilitation

You are directed to make the changes noted below in the above contract and this Change Order becomes a part of your contract, subject to all the conditions thereof;

NATURE OF CHANGE: The Contractor is granted a 60-day time extension for "unavoidable" delays to issue the final payment request and complete project closeout documentation.

ADDITIONAL NUMBER OF CONTRACT DAYS PROVIDED BY THIS CHANGE ORDER: 60 DAYS  
Enclosures: None.

The changes result in the following adjustment of Contract Price:

Contract Price Prior to this Change Order	<u>\$150,459.73</u>
Net ( <del>Increase</del> / <del>Decrease</del> ) Resulting from this Change Order	<u>\$ 0.00</u>
Current Price, including this Change Order	<u>\$150,459.73</u>

The above changes are approved:

FOR THE ENGINEER: By: Taryn S. Nall Date: 7/22/08  
Taryn S. Nall, P.E.

FOR THE OWNER: By: \_\_\_\_\_ Date: \_\_\_\_\_  
Mark Radtke, P.E., Director of Public Works

The above changes are accepted:

FOR THE CONTRACTOR: NATIONAL POWER RODDING CORPORATION

By: Harold Kosova Date: 7/28/08  
Harold Kosova, President



**MEMORANDUM**

To: Mayor and Common Council

From: PRD Tungate *BT*

Date: August 12, 2008

RE: PRD 2008-02 Change Order #1 and #2

After contract number PRD 2008-02 was approved, it was discovered that the contractor had inadvertently miscalculated a line item relating to fiberglass crack repair. The contractor voluntarily agreed to reduce this repair item by \$6,570.00.

City staff and our consultant believe it is in our best interest to take a part of this savings and put it toward additional fiberglass repair outside of the lined playing area. The net result would reduce the approved contract by \$2,287.80 to \$46,937.20, which is \$937.20 over the 2008 budgeted amount.

## CHANGE ORDER

DATE: August 13, 2008

CHANGE ORDER NO: One (1)

CONTRACTOR: Valley Sealcoat, Inc.; W6265 Contractor Drive, Appleton, WI 54915

CONTRACT NO.: PRD 2008-02

PROJECT: Armor Crack Repair and Color Coating of Four Tennis Courts at Pleasants Park

*You are directed to make the changes noted below in the subject contract unit number.*

1	LS	Contractor agreed to reduction in fiberglass crack repair cost to original contract	\$6,570.00 DEDUCT
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The changes result in the following adjustments:

	CONTRACT - TOTAL	TIME
Prior to this Change Order	\$ 49,225.00	_____ Days
Adjustments per this Change Order	\$ - 6,570.00	_____ Days
Current Contract Status	\$ 42,655.00	_____ Days

Directed/Authorized  
City of Menasha Dept. of Public Works

BY: \_\_\_\_\_

DATE: \_\_\_\_\_

Accepted

BY: \_\_\_\_\_

DATE: \_\_\_\_\_



**MEMORANDUM**

To: Mayor and Common Council

From: PRD Tungate *BT*

Date: August 12, 2008

RE: PRD 2008-02 Change Order #1 and #2

After contract number PRD 2008-02 was approved, it was discovered that the contractor had inadvertently miscalculated a line item relating to fiberglass crack repair. The contractor voluntarily agreed to reduce this repair item by \$6,570.00.

City staff and our consultant believe it is in our best interest to take a part of this savings and put it toward additional fiberglass repair outside of the lined playing area. The net result would reduce the approved contract by \$2,287.80 to \$46,937.20, which is \$937.20 over the 2008 budgeted amount.

## CHANGE ORDER

DATE: August 13, 2008

CHANGE ORDER NO: Two (2)

CONTRACTOR: Valley Sealcoat, Inc.; W6265 Contractor Drive, Appleton, WI 54915

CONTRACT NO.: PRD 2008-02

PROJECT: Armor Crack Repair and Color Coating of Four Tennis Courts at Pleasants Park

*You are directed to make the changes noted below in the subject contract unit number.*

1,279 SF     Fiberglass repair to additional areas outside  
                         of lined court area

\$4,282.20 ADD

The changes result in the following adjustments:

	CONTRACT - TOTAL	TIME
Prior to this Change Order	\$ 42,655.00	_____ Days
Adjustments per this Change Order	\$+ 4,282.20	_____ Days
Current Contract Status	\$ 46,937.20	_____ Days

Directed/Authorized  
City of Menasha Dept. of Public Works

BY: \_\_\_\_\_

DATE: \_\_\_\_\_

Accepted

BY: \_\_\_\_\_

DATE: \_\_\_\_\_



## CERTIFICATE OF PAYMENT

DATE: August 14, 2008

PAYMENT REQUEST: Three (3)

CONTRACTOR: Carl Bowers & Sons Construction Co., Inc.

ADDRESS: N1844 Maloney Rd., Kaukauna, WI 54130

CONTRACT UNIT NUMBER: TIF 9 2006-07

PROJECT DESCRIPTION: Province Terrace, Jennie Street and Norman Way

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ORIGINAL CONTRACT AMOUNT	\$ 554,219.55
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CHANGE ORDER NO: Two	AMOUNT: \$ 0
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PREVIOUS CHANGE ORDER(S): \$58,700.00

TOTAL CONTRACT AMOUNT (INCLUDING CHANGE ORDERS)	\$ 612,919.55
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TOTAL EARNED TO DATE (SUMMARY ATTACHED)	\$ 496,198.95
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LESS RETAINAGE	\$ 1,000.00
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AMOUNT DUE	\$ 495,198.95
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PREVIOUS PAYMENTS	\$ 449,477.29
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AMOUNT DUE THIS PAYMENT	\$ 45,721.66
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ESTIMATE PERIOD: from March 1, 2007 to August 14, 2008

*I certify that all bills for labor, equipment, materials, and services are paid for which previous certificates for payment were issued.*

DATE: \_\_\_\_\_ BY: \_\_\_\_\_

*Lien Waivers from all subcontractors and suppliers shall accompany each Request for Payment. Affidavit of Compliance with Prevailing Wage Rates shall accompany Request for Final Payment.*

RECOMMENDED FOR PAYMENT:

DIRECTOR OF PUBLIC WORKS: \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED FOR PAYMENT: COUNCIL APPROVAL DATE: \_\_\_\_\_

### FINANCE DEPARTMENT

<u>ACCOUNT NUMBER</u>	<u>BUDGET</u>	<u>CHARGE TO ACCOUNT</u>
_____	\$ _____	_____
_____	\$ _____	_____
_____	\$ _____	_____
_____	\$ _____	_____

## CITY OF MENASHA

CONTRACT UNIT NO. TIF 9 2006-07

PROVINCE TERRACE & JENNIE STREET STORM SEWER & PAVING;  
 NORMAN WAY STORM, SANITARY, WATER MAIN, & PAVING;

PROVINCE TERRACE DETENTION BASIN

DATE: 8/14/08  
 Payment No. Three

ITEM	QUANTITY	DESCRIPTION	BASE BID		YTD	
			Unit Price	TOTAL	QUANTITY	TOTAL

<b>Traffic Control</b>						
1	1	Lump Sum Traffic Control	\$ 300.00	\$ 300.00	1.00	\$ 300.00
<b>Traffic Control Sub Total</b>				<b>\$ 300.00</b>		<b>\$ 300.00</b>

**Storm Sewer**

1	125	48" Storm Sewer (for Pond Outlet)/LF	\$ 90.00	\$ 11,250.00	121.00	\$ 10,890.00
2	197	30" Storm Sewer/LF	\$ 42.00	\$ 8,274.00	187.00	\$ 7,854.00
3	1,025	24" StormSewer (includes 245 LF for Pond Outlet)/LF	\$ 34.00	\$ 34,850.00	1038.50	\$ 35,309.00
4	748	18" Storm Sewer/LF	\$ 26.00	\$ 19,448.00	720.00	\$ 18,720.00
5	350	15" Storm Sewer/LF	\$ 24.00	\$ 8,400.00	355.50	\$ 8,532.00
6	260	12" Storm Sewer/LF	\$ 22.00	\$ 5,720.00	334.50	\$ 7,359.00
7	35.7	Standard 48" Manhole (8 - includes 2 east of pond)/VF	\$ 180.00	\$ 6,426.00	35.70	\$ 6,426.00
8	7.4	Standard 60" Manhole (1)/VF	\$ 245.00	\$ 1,813.00	7.40	\$ 1,813.00
9	6	Standard 72" Manhole (1)/VF	\$ 300.00	\$ 1,800.00	6.00	\$ 1,800.00
10	10	Storm Manhole Castings/each	\$ 275.00	\$ 2,750.00	10.00	\$ 2,750.00
11	14	Inlet w/Casting/each	\$ 950.00	\$ 13,300.00	14.00	\$ 13,300.00
12	1	12" Concrete Apron Endwall/each	\$ 800.00	\$ 800.00	1.00	\$ 800.00
13	1	30" Concrete Apron Endwall/each	\$ 1,250.00	\$ 1,250.00	0.00	\$ -
<b>Storm Sewer Sub Total</b>				<b>\$ 116,081.00</b>		<b>\$ 115,553.00</b>

**Grade & Gravel**

1	18,150	Topsoil Stripping (R/W)/SY	\$ 0.30	\$ 5,445.00	18150.00	\$ 5,445.00
2	3,990	Street Excavation/CY	\$ 4.00	\$ 15,960.00	3701.00	\$ 14,804.00
3	4,796	Restoration (R/W)/SY	\$ 0.85	\$ 4,076.60	3938.00	\$ 3,347.30
4	1	Detention Pond Construction/Lump Sum	\$ 160,000.00	\$ 160,000.00	1.00	\$ 160,000.00
<b>Grade &amp; Gravel Sub Total</b>				<b>\$ 185,481.60</b>		<b>\$ 183,596.30</b>

			BASE BID		YTD	
ITEM	QUANTITY	DESCRIPTION	Unit Price	TOTAL	QUANTITY	TOTAL
Asphalt Paving						
1	9,680	3-inch Asphaltic Pavement (E-1)/SY	\$ 8.50	\$ 82,280.00	0	\$ -
2	5,782	Crushed Aggregate Base Course/Ton	\$ 7.50	\$ 43,365.00	6648.6	\$ 49,864.50
3	160	Sawcutting/LF	\$ 2.00	\$ 320.00	81	\$ 162.00
		Asphalt Paving Sub Total		\$ 125,965.00		\$ 50,026.50
Walking Trail Construction						
1	1,742	2.5-Inch Asphaltic Pavement (E-0.3)/SY	\$ 11.50	\$ 20,033.00	0	\$ -
2	773	Crushed Stone Base Course (3/4")/Ton	\$ 7.50	\$ 5,797.50	857.22	\$ 6,429.15
		Walking Trail Construction Sub Total		\$ 25,830.50		\$ 6,429.15
Landscaping (for Detention Pond)						
1	1,170	Rootstock Plantings/SY	\$ 5.75	\$ 6,727.50	600	\$ 3,450.00
2	240	Wetland Plug Plantings/SY	\$ 14.50	\$ 3,480.00	0	\$ -
3	1,870	Wet Prairie Seeding/SY	\$ 2.00	\$ 3,740.00	0	\$ -
4	5,680	Prairie Seeding/SY	\$ 1.35	\$ 7,668.00	0	\$ -
		Landscape Sub Total		\$ 21,615.50		\$ 3,450.00
Erosion Control						
1	1	Erosion Tracking Pads/each	\$ 500.00	\$ 500.00	1	\$ 500.00
2	3,785	Install & Maintain Silt Fence/LF	\$ 1.00	\$ 3,785.00	839	\$ 839.00
3	3	Ditch Check/each	\$ 100.00	\$ 300.00	1	\$ 100.00
4	22	Inlet Protection/each	\$ 75.00	\$ 1,650.00	24	\$ 1,800.00
		Erosion Control Sub Total		\$ 6,235.00		\$ 3,239.00
Excavation						
60	100	Excavation Below Subgrade (if needed)/CY	\$ 5.00	\$ 500.00	30.67	\$ 153.35
		Excavation Below Subgrade Sub Total		\$ 500.00		\$ 153.35
		Contract Total		\$ 482,008.60		\$ 362,747.30

ITEM	QUANTITY	DESCRIPTION	BASE BID		YTD	
			Unit Price	TOTAL	QUANTITY	TOTAL

Alternate Bid 1 (Norman Way)

Sanitary Sewer

1	330	8" Sanitary Sewer (PVC-SDR35)/LF	\$ 25.00	\$ 8,250.00	438	\$ 10,950.00
2	24.2	Waterproof Manhole (3)/VF	\$ 135.00	\$ 3,267.00	24.06	\$ 3,248.10
3	2	Internal Manhole Chimney Seal/each	\$ 250.00	\$ 500.00	3	\$ 750.00
4	120	6" Lateral (4)/LF	\$ 12.00	\$ 1,440.00	123	\$ 1,476.00
5	2	Sanitary Manhole Castings/LF	\$ 275.00	\$ 550.00	3	\$ 825.00
Sanitary Sewer Subtotal Total				\$ 14,007.00		\$ 17,249.10

Water Main

1	498	8" PVC Water Main/LF	\$ 25.00	\$ 12,450.00	560	\$ 14,000.00
2	1	Furnish & Install Fire Hydrant/each	\$ 1,950.00	\$ 1,950.00	1	\$ 1,950.00
3	7	6" Hydrant Lead/LF	\$ 30.00	\$ 210.00	7	\$ 210.00
4	1	6" Valve/each	\$ 750.00	\$ 750.00	1	\$ 750.00
5	2	8" Valve/each	\$ 950.00	\$ 1,900.00	3	\$ 2,850.00
6	2	8" Tee/each	\$ 300.00	\$ 600.00	2	\$ 600.00
7	1	8" 22-1/2 degree Bend/each	\$ 200.00	\$ 200.00	0	\$ -
8	3	8" 45 degree Bend/each	\$ 200.00	\$ 600.00	1	\$ 200.00
Water Main Subtotal Total				\$ 18,660.00		\$ 20,560.00

Asphalt Paving

1	1813	3-inch Asphaltic Pavement (E-1)/SY	\$ 8.50	\$ 15,410.50	0	\$ -
2	1082	Crushed Aggregate Base Course/Ton	\$ 7.50	\$ 8,115.00	1082	\$ 8,115.00
3	80	Sawcutting/LF	\$ 2.00	\$ 160.00	81	\$ 162.00
Asphalt Paving Sub Total				\$ 23,685.50		\$ 8,277.00

Traffic Control

1	1	Lump Sum Traffic Control/LS	\$ 300.00	\$ 300.00	1	\$ 300.00
Traffic Control Sub Total				\$ 300.00		\$ 300.00



			BASE BID		YTD	
ITEM	QUANTITY	DESCRIPTION	Unit Price	TOTAL	QUANTITY	TOTAL
Storm Sewer						
1	242	24" Storm Sewer/LF	\$ 34.00	\$ 8,228.00	278	\$ 9,452.00
2	150	12" Storm Sewer/LF	\$ 22.00	\$ 3,300.00	164.5	\$ 3,619.00
3	3.2	Standard 48" Manhole (1)/VF	\$ 180.00	\$ 576.00	6.19	\$ 1,114.20
4	4.1	Standard 60" Manhole (1) VF	\$ 245.00	\$ 1,004.50	3.69	\$ 904.05
5	2	Storm Manhole Castings/each	\$ 275.00	\$ 550.00	3	\$ 825.00
6	4	12" Inlet w/Casting/each	\$ 950.00	\$ 3,800.00	4	\$ 3,800.00
7	1	12" Concrete Apron Endwall/each	\$ 800.00	\$ 800.00	1	\$ 800.00
		Storm Sewer Sub Total		\$ 18,258.50		\$ 20,514.25
Grade & Gravel						
1	3,400	Topsoil Stripping (R/W)/SY	\$ 0.30	\$ 1,020.00	3400	\$ 1,020.00
2	360	Street Excavation/CY	\$ 4.00	\$ 1,440.00	288	\$ 1,152.00
3	1,247	Restoration (R/W)/SY	\$ 0.85	\$ 1,059.95	578	\$ 491.30
		Grade & Gravel Sub Total		\$ 3,519.95		\$ 2,663.30
Erosion Control						
1	480	Install & Maintain Silt Fence/LF	\$ 1.00	\$ 480.00	480	\$ 480.00
2	4	Inlet Protection/each	\$ 75.00	\$ 300.00	4	\$ 300.00
		Erosion Control Sub Total		\$ 780.00		\$ 780.00
		Alternate Bid Total		\$ 79,210.95		\$ 70,343.65
Lump Sum Deduct for Overland Hauling of Excavated Pond Material						
			\$	7,000.00	1	\$ 7,000.00
Total Contract						\$ 426,090.95



## MONTHLY STATEMENT OF UNIT PRICE CONTRACT AMOUNT

Request for: Partial Payment No. PR-1450701A-05 Date: August 5, 2008  
(Partial/Final)

Project: Wastewater Collection System Rehabilitation Improvements, Phase 3

Owner: City of Menasha

Contractor: Insituform Technologies USA, Inc. E145-05.11

Original Contract Amount as Bid:	<u>\$1,582,723.00</u>
*(ADD)(DEDUCT) by Revised Quantities:	<u>\$0.00</u>
*Amount Added by Change Order:	<u>\$0.00</u>
*Amount Deducted by Change Order:	<u>\$0.00</u>
TOTAL CONTRACT THIS DATE:	<u>\$1,582,723.00</u>
Value of Work Completed to Date:	<u>\$1,032,252.00</u>
Less <u>2.5</u> Per Cent Retainable: OF TOTAL CONTRACT THIS DATE	<u>(\$39,568.08)</u>
Net Total:	<u>\$992,683.92</u>

Project on Schedule: X YES          NO 65 % Complete

## Record of Previous Payments:

1	<u>\$186,051.80</u>	<u>4/8/08</u>	6	<u>        </u>	<u>        </u>	11	<u>        </u>	<u>        </u>
2	<u>\$171,410.40</u>	<u>6/27/08</u>	7	<u>        </u>	<u>        </u>	12	<u>        </u>	<u>        </u>
3	<u>\$252,779.80</u>	<u>6/27/08</u>	8	<u>        </u>	<u>        </u>	13	<u>        </u>	<u>        </u>
4	<u>\$197,035.92</u>	<u>7/7/08</u>	9	<u>        </u>	<u>        </u>	14	<u>        </u>	<u>        </u>
5	<u>        </u>	<u>        </u>	10	<u>        </u>	<u>        </u>	15	<u>        </u>	<u>        </u>

Amount Previously Paid: \$807,277.92

AMOUNT DUE THIS REQUEST: \$185,406.00

This is to certify that, in accordance with the terms of the Contract, the Contractor is entitled to a payment in the amount requested.

Engineer's Approval for Payment

BY: Taryn S. Nall  
Taryn S. Nall, P.E.  
KAEMPFER & ASSOCIATES, INC.

Owner's Approval for Payment

BY: Mark Radtke, P.E.  
Mark Radtke, P.E., Dir. of Public Works  
CITY OF MENASHA

\* See Unit Price Contract Spreadsheet

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Unit Price Contract E145-07-01A Sanitary Sewer Lining July 29, 2008												
PROJECT: Wastewater Collection System Rehabilitation Improvements Phase 3 OWNER: City of Menasha CONTRACTOR: Insituform Technologies USA, Inc.												
ITEM NO	DESCRIPTION	UNITS	UNIT PRICE	BID QTY.	BID TOTAL	PREVIOUSLY REQUESTED		CURRENT REQUEST		REVISED * QUANTITY	TOTAL	ADD (+) DEDUCT (-)
						QTY.	TOTAL	QTY.	TOTAL			
1A	21-inch sanitary sewer CIPP lining	LF	\$64.00	1,006	\$64,384.00	0	\$0.00		\$0.00	0	\$0.00	-\$64,384.00
2A	18-inch sanitary sewer CIPP lining	LF	\$44.00	7,643	\$336,292.00	2,021	\$88,924.00		\$0.00	2,021	\$88,924.00	-\$247,368.00
3A	15-inch sanitary sewer CIPP lining	LF	\$37.00	2,547	\$94,239.00	0	\$0.00	2,939	\$108,743.00	2,939	\$108,743.00	\$14,504.00
4A	12-inch sanitary sewer CIPP lining	LF	\$31.00	13,417	\$415,927.00	6,921	\$214,551.00	2,473	\$76,663.00	9,394	\$291,214.00	-\$124,713.00
5A	10-inch sanitary sewer CIPP lining	LF	\$27.00	6,546	\$176,742.00	6,861	\$185,247.00		\$0.00	6,861	\$185,247.00	\$8,505.00
6A	8-inch sanitary sewer CIPP lining	LF	\$24.00	14,650	\$351,600.00	13,461	\$323,064.00		\$0.00	13,461	\$323,064.00	-\$28,536.00
7A	Pressure inject grouting lateral connection	EA	\$300.00	220	\$66,000.00	0	\$0.00		\$0.00	0	\$0.00	-\$66,000.00
8A	Pressure inject grout material as specified in Article C2.18	GAL	\$25.00	580	\$14,500.00	0	\$0.00		\$0.00	0	\$0.00	-\$14,500.00
OPTIONAL WORK ITEMS												
9A	12-inch sanitary sewer CIPP lining on Melissa St.	LF	\$30.00	399	\$11,970.00	0	\$0.00		\$0.00	0	\$0.00	-\$11,970.00
10A	10-inch sanitary sewer CIPP lining on Jefferson Street and Brighton Drive	LF	\$28.00	698	\$19,544.00	695	\$19,460.00		\$0.00	695	\$19,460.00	-\$84.00
11A	8-inch sanitary sewer CIPP lining on Eighth Street and Harding Street	LF	\$25.00	879	\$21,975.00	624	\$15,600.00		\$0.00	624	\$15,600.00	-\$6,375.00
12A	Pressure inject grouting lateral connection	EA	\$300.00	26	\$7,800.00	0	\$0.00		\$0.00	0	\$0.00	-\$7,800.00
13A	Pressure inject grout material as specified in Article C2.18	GAL	\$25.00	70	\$1,750.00	0	\$0.00		\$0.00	0	\$0.00	-\$1,750.00
TOTAL, PART A ITEMS 1A THROUGH 13A					\$1,582,723.00		\$846,846.00		\$185,406.00		\$1,032,252.00	-\$550,471.00

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## MONTHLY STATEMENT OF UNIT PRICE CONTRACT AMOUNT

Request for: Partial Payment No. PR-1450701D-05 Date: August 1, 2008  
(Partial/Final)

Project: Wastewater Collection System Rehabilitation Improvements, Phase 3

Owner: City of Menasha

Contractor: Infrastructure Technologies, Inc. E145-05.11

Original Contract Amount as Bid: \$312,491.00

\*(ADD)(DEDUCT) by Revised Quantities: \$0.00

\*Amount Added by Change Order: \$0.00

\*Amount Deducted by Change Order: (\$5,760.00)

TOTAL CONTRACT THIS DATE: \$306,731.00

Value of Work Completed to Date: \$137,878.60

Less 5 Per Cent Retainable: (\$6,893.93)

Net Total: \$130,984.67

Project on Schedule: X YES            NO 45 % Complete

Record of Previous Payments:

1	<u>\$32,983.37</u>	<u>1/14/08</u>	6	<u>          </u>	<u>          </u>	11	<u>          </u>	<u>          </u>
2	<u>\$30,495.91</u>	<u>5/13/08</u>	7	<u>          </u>	<u>          </u>	12	<u>          </u>	<u>          </u>
3	<u>\$19,350.57</u>	<u>6/9/08</u>	8	<u>          </u>	<u>          </u>	13	<u>          </u>	<u>          </u>
4	<u>\$27,059.63</u>	<u>7/9/08</u>	9	<u>          </u>	<u>          </u>	14	<u>          </u>	<u>          </u>
5	<u>          </u>	<u>          </u>	10	<u>          </u>	<u>          </u>	15	<u>          </u>	<u>          </u>

Amount Previously Paid: \$109,889.48

AMOUNT DUE THIS REQUEST: \$21,095.19

This is to certify that, in accordance with the terms of the Contract, the Contractor is entitled to a payment in the amount requested.

Engineer's Approval for Payment

BY: Taryn S. Nall  
Taryn S. Nall, P.E.  
KAEMPFER & ASSOCIATES, INC.

Owner's Approval for Payment

BY: Mark Radtke  
Mark Radtke, P.E., Dir. of Public Works  
CITY OF MENASHA

Unit Price Contract  
 E145-07-01D Sanitary Manhole Lining  
 July 25, 2008

PROJECT: Wastewater Collection System Rehabilitation Improvements Phase 3  
 OWNER: City of Menasha  
 CONTRACTOR: Infrastructure Technologies, Inc.

ITEM NO.	DESCRIPTION	UNITS	UNIT PRICE	BID QTY.	BID TOTAL	PREVIOUSLY REQUESTED		CURRENT REQUEST		REVISED * QUANTITY	TOTAL	ADD (+)0 DEDUCT (-)
						QTY.	TOTAL	QTY.	TOTAL			
1D	Manhole concrete lining	VF	\$226.00	972	\$219,672.00	381.89	\$86,307.14	70.71	\$15,980.46	452.6	\$102,287.60	-\$117,384.40
2D	Sanitary sewer pipe connection	EA	\$75.00	268	\$20,100.00	106	\$7,950.00	20	\$1,500.00	126	\$9,450.00	-\$10,650.00
3D	Manhole flow channel construction to springline	EA	\$367.00	72	\$26,424.00	43	\$15,781.00	5	\$1,835.00	48	\$17,616.00	-\$8,808.00
4D	Manhole flow channel construction to 1-inch above crown of pipe	EA	\$580.00	39	\$22,620.00	9	\$5,220.00	2	\$1,160.00	11	\$6,380.00	-\$16,240.00
5D	Internal/external manhole chimney seal	EA	\$280.00	31	\$8,680.00	3	\$840.00	6	\$1,680.00	9	\$2,520.00	-\$6,160.00
6D	Urethane chimney seal	EA	\$210.00	31	\$6,510.00	0	\$0.00		\$0.00	0	\$0.00	-\$6,510.00
7D	Butyl and urethane chimney seal	EA	\$260.00	31	\$8,060.00	0	\$0.00		\$0.00	0	\$0.00	-\$8,060.00
8D	Butyl chimney seal	EA	\$50.00	18	\$900.00	19	\$950.00		\$0.00	19	\$950.00	\$50.00
	Deduct alternative bid item 1D for lining Manhole 614	EA	-\$475.00	1	-\$475.00	1	-\$475.00		\$0.00	1	-\$475.00	\$0.00
<b>TOTAL, PART D ITEMS 1D THROUGH 8D</b>							<b>\$116,573.14</b>		<b>\$22,155.46</b>		<b>\$138,728.60</b>	<b>-\$173,762.40</b>

CHANGE ORDER #CO-1450701D-01												
6D	Urethane chimney seal	EA	\$210.00	-26	-\$5,460.00	0	\$0.00		\$0.00	0	\$0.00	\$5,460.00
7D	Butyl and urethane chimney seal	EA	\$260.00	-14	-\$3,640.00	0	\$0.00		\$0.00	0	\$0.00	\$3,640.00
9D	Provide temporary concrete pavement restoration in place of permanent concrete restoration at manholes	EA	\$50.00	-30	-\$1,500.00	-21	-\$1,050.00	-1	-\$50.00	-22	-\$1,100.00	\$400.00
5D	Internal/external manhole chimney seal	EA	\$280.00	13	\$3,640.00	0	\$0.00		\$0.00	0	\$0.00	-\$3,640.00
8D	Butyl chimney seal	EA	\$50.00	24	\$1,200.00	3	\$150.00	2	\$100.00	5	\$250.00	-\$950.00
<b>TOTAL CHANGE ORDER #CO-1450701D-01</b>							<b>-\$900.00</b>		<b>\$50.00</b>		<b>-\$850.00</b>	<b>\$4,910.00</b>
<b>TOTAL CONTRACT AMOUNT TO DATE</b>							<b>\$115,673.14</b>		<b>\$22,205.46</b>		<b>\$137,878.60</b>	<b>-\$168,852.40</b>

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August 13, 2008

Board of Public Works  
City of Menasha  
Menasha, WI 54952

RE: Traffic Study Report – Sixth Street and State Street

Members of the Board:

The Board of Public Works directed that a traffic study be made for determining the need for a traffic control signage change at the intersection of Sixth Street and State Street.

Attached to this letter is a copy of the Engineering Department's Traffic Study. The Traffic Study provides information relating to traffic volume, accident history and Manual on Uniform Traffic Control Devices (MUTCD) warrants for installation of regulatory signs.

In reviewing the information and from observation at the intersection, there is no apparent need to change the existing traffic control signage. I feel if the existing yield sign on State Street is obeyed and the speed limit enforced, pedestrian and vehicular traffic can move safely in the proximity of the intersection.

Sincerely,

Tim J. Montour  
Engineering Supervisor

Attachments

C: Street file

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## Traffic Study – Sixth Street and State Street

### Reason for Study

Alderman Pack received a phone call requesting “Stop” signs be placed on Sixth Street at the intersection with State Street due to excessive speed on Sixth Street.

### Physical Conditions

Sixth Street is 48’ back of curb to back of curb. The street has a bituminous concrete surface with concrete curb and gutter. There are sidewalks on both sides of Sixth Street. The road right of way is 62’ wide and the area is single and multi-family residential with St. John the Baptist Catholic Church on the south side of Sixth Street east of State Street.

State Street is 33’ back of curb to back of curb. The street has a bituminous concrete surface with concrete curb and gutter. There are sidewalks on both sides of State St. The road right of way width is 56’ at the intersection and 60’ north of the intersection. The area is single family residential.

Currently there is a yield sign on State Street at the intersection with Sixth Street and the speed limit is 25 mph in the entire area. Parking is allowed on both sides of the street of the respective streets.

### Criteria Used from MUTCD

#### *Section 2B.05 STOP Sign Applications*

*Guidance:*

*STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:*

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law; (See recommendations)*
- B. Street entering a through highway or street; (Not applicable)*
- C. Unsignalized intersection in a signalized area; and/or (Not applicable)*
- D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign. (See guidance below and recommendations)*

*Standard:*

*Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.*

*Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.*

*Guidance:*

*STOP signs should not be used for speed control.*

*STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).*

*2003 Edition Page 2B-7*

*Sect. 2B.05 to 2B.07*

*Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.*

*A STOP sign should not be installed on the major street unless justified by a traffic engineering study.*

*Support:*

*The following are considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:*

*A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;*

*B. Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds;*

*C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and*

*D. Stopping the direction that has the best sight distance to conflicting traffic.*

*The use of the STOP sign at highway-railroad grade crossings is described in Section 8B.08. The use of the STOP sign at highway-light rail transit grade crossings is described in Section 10C.04.*

### **Traffic Count**

Sixth Street (east of State St.) - 24 hour traffic count was taken on July 21-22, 2008 with a total of 753 vehicles

State Street (between Sixth St. and Seventh St.) - 24 hour traffic count was taken on July 23-24, 2008 with a total of 184 vehicles

### **Accident History**

There have been five (5) accidents (see attached) at or near the intersection of Sixth and State Streets including the 600 block of Sixth St. and the 600 block of State St. since 1994. One accident involved a backing vehicle that struck a legally parked vehicle and one accident involved an individual pulling out of a parking stall.

### **Observations**

While gathering information in the field at the intersection location and placing the loop counter in the roadway a number of observations were made;

- One resident I spoke with said their main concern was the speed of the cars driving on Sixth Street past their house. One individual in their family was struck by a car while riding their bicycle. There were no serious injury caused by this accident and it was not reported. She requests that "STOP" signs be placed on Sixth Street at State Street to slow traffic.
- Sight distance off of State Street is limited by existing homes in the area and parked vehicles on Sixth Street during church functions. Sight distance from Sixth Street north on State Street is limited by the same houses.
- Typically the local residents obey the speed limit due to knowledge of children in the area and the safety concerns. The abuse of the speed limit is normally during morning and afternoon commute.

### **Recommendations**

As the Traffic Study points out, Guidance/Warrants for a Stop Sign Application from the MUTCD are not substantially satisfied at this intersection. Accident history and low volume of traffic do not warrant a stop sign on either leg of the intersection. Stop signs should not be used for speed control on Sixth Street. I believe the existing yield sign on State Street is warranted due to sight distance concerns. If the existing yield sign is obeyed and speed limit enforced, the traffic can flow safely along Sixth Street and State Street.



# DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: TO:		0 MONTHS		# VEHICLES		SEVERITY		LIGHT CONDITION		ROAD CHARACTER		SURFACE		WEATHER		ROUTE NUMBER/STREET NAME: Sixth St. LOCATION 600 block B MUNICIPALITY: Menasha REFERENCE MARKERS / NODES: State - De Pere COUNTY: Winnebago		CASE No. FILE: sixth_600blockB BY: cr DATE: 8/11/2008	
No.	DATE	TIME	ACCIDENT DESCRIPTION												KEY #				
2	7/10/2003	14:28	2	N/R	1	1	3	Back	unit 1 backing out of driveway, struck legally parked unit 2										
1	12/11/1994	9:01		PDO			1	OTH											



# ACCIDENT SUMMARY SHEET

ROUTE: Sixth St.

LOCATION: 600 block B

MUNICIPALITY: Menasha

COUNTY: Winnebago

TIME PERIOD COVERED: -

REFERENCE MARKERS / NODES:

State

-

De Pere

REMARKS: All Accidents

DATE: 8/11/2008

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	1	50.0%	North	0	0.0%	Northeast	0	0.0%
10 AM - 4 PM	1	50.0%	South	1	50.0%	Northwest	0	0.0%
4 PM - 7 PM	0	0.0%	East	0	0.0%	Southeast	0	0.0%
7 PM - 12 AM	0	0.0%	West	1	50.0%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	Total	2		Unspecified	0	0.0%
Unspecified	0	0.0%						
Total	2		ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
WEATHER	# ACC	%	Rear End	0	0.0%	Pedestrian	0	0.0%
Clear	1	50.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Cloudy	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Rain	0	0.0%	Left Turn	0	0.0%	Backing	1	50.0%
Snow	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Fog/Smog/Smoke	0	0.0%	Head On	0	0.0%	Other	1	50.0%
Unspecified	1	50.0%	Sideswipe	0	0.0%	Unspecified	0	0.0%
Total	2		Total			2		

SURFACE			ACCIDENT SEVERITY		
# ACC	%		# ACC	%	
Dry	1	50.0%	Fatal	0	0.0%
Wet	0	0.0%	Injury	0	0.0%
Mud/Slush	0	0.0%	Property Damage	1	50.0%
Snow/Ice	0	0.0%	Non-Reportable	1	50.0%
Unspecified	1	50.0%	Total	2	
Total	2				

TIME OF YEAR			TYPE OF VEHICLE		
# ACC	%		# ACC	%	
Winter (Dec-Feb)	1	50.0%	Passenger Cars	2	100.0%
Spring (Mar-May)	0	0.0%	Commercial Vehicles	0	0.0%
Summer (Jun-Aug)	1	50.0%	Total	2	
Fall (Sep-Nov)	0	0.0%			
Total	2				

DAY OF WEEK			LIGHT CONDITION		
# ACC	%		# ACC	%	
Sunday	1	50.0%	Daylight	1	50.0%
Monday	0	0.0%	Dawn/Dusk	0	0.0%
Tuesday	0	0.0%	Night	0	0.0%
Wednesday	0	0.0%	Unspecified	1	50.0%
Thursday	1	50.0%	Total	2	
Friday	0	0.0%			
Saturday	0	0.0%			
Total	2				

## SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	0
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
<b>Total Accidents</b>	<b>0</b>

# DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: TO:		# VEHICLES		SEVERITY		LIGHT CONDITION		ROAD CHARACTER		SURFACE		WEATHER		ROUTE NUMBER/STREET NAME: Sixth St. LOCATION 600 block A MUNICIPALITY: Menasha REFERENCE MARKERS / NODES:		COUNTY: Winnebago -		CASE No. FILE: sixth_600blockA BY: cr DATE: 8/11/2008		
No.	DATE	TIME	ACCIDENT DESCRIPTION											KEY #						
1	11/20/2004	17:02	2	N/R	3	1	4	Rang	unit 1 was pulling out of parking stall when it struck unit 2											

# ACCIDENT SUMMARY SHEET

ROUTE: Sixth St.

LOCATION: 600 block A

MUNICIPALITY: Menasha

COUNTY: Winnebago

TIME PERIOD COVERED: -

REFERENCE MARKERS / NODES: -

REMARKS: All Accidents

DATE: 8/11/2008

<b>TIME OF DAY</b>	<b># ACC</b>	<b>%</b>	<b>DIRECTION</b>	<b># ACC</b>	<b>%</b>	<b>DIRECTION</b>	<b># ACC</b>	<b>%</b>
6 AM - 10 AM	0	0.0%	North	0	0.0%	Northeast	0	0.0%
10 AM - 4 PM	0	0.0%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	1	100.0%	East	0	0.0%	Southeast	0	0.0%
7 PM - 12 AM	0	0.0%	West	0	0.0%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>-1</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>1</b>							
<b>WEATHER</b>	<b># ACC</b>	<b>%</b>	<b>ACCIDENT TYPE</b>	<b># ACC</b>	<b>%</b>	<b>ACCIDENT TYPE</b>	<b># ACC</b>	<b>%</b>
Clear	0	0.0%	Rear End	0	0.0%	Pedestrian	0	0.0%
Cloudy	0	0.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	1	100.0%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	1	100.0%	Head On	0	0.0%	Other	0	0.0%
<b>Total</b>	<b>1</b>		Sideswipe	0	0.0%	Unspecified	0	0.0%
			<b>Total</b>	<b>1</b>				
<b>SURFACE</b>	<b># ACC</b>	<b>%</b>	<b>ACCIDENT SEVERITY</b>	<b># ACC</b>	<b>%</b>			
Dry	0	0.0%	Fatal	0	0.0%			
Wet	0	0.0%	Injury	0	0.0%			
Mud/Slush	0	0.0%	Property Damage	0	0.0%			
Snow/Ice	0	0.0%	Non-Reportable	1	100.0%			
Unspecified	1	100.0%	<b>Total</b>	<b>1</b>				
<b>Total</b>	<b>1</b>							
<b>TIME OF YEAR</b>	<b># ACC</b>	<b>%</b>	<b>TYPE OF VEHICLE</b>	<b># ACC</b>	<b>%</b>			
Winter (Dec-Feb)	0	0.0%	Passenger Cars	2	100.0%			
Spring (Mar-May)	0	0.0%	Commercial Vehicles	0	0.0%			
Summer (Jun-Aug)	0	0.0%	<b>Total</b>	<b>2</b>				
Fall (Sep-Nov)	1	100.0%						
<b>Total</b>	<b>1</b>							
<b>DAY OF WEEK</b>	<b># ACC</b>	<b>%</b>	<b>LIGHT CONDITION</b>	<b># ACC</b>	<b>%</b>			
Sunday	0	0.0%	Daylight	0	0.0%			
Monday	0	0.0%	Dawn/Dusk	1	100.0%			
Tuesday	0	0.0%	Night	0	0.0%			
Wednesday	0	0.0%	Unspecified	0	0.0%			
Thursday	0	0.0%	<b>Total</b>	<b>1</b>				
Friday	0	0.0%						
Saturday	1	100.0%						
<b>Total</b>	<b>1</b>							

## SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	0
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
<b>Total Accidents</b>	<b>0</b>

DETAILS OF ACCIDENT HISTORY

<div>PERIOD STUDIED: FROM: TO:</div>		# VEHICLES		SEVERITY		LIGHT CONDITION		ROAD CHARACTER		SURFACE		WEATHER		<div>ROUTE NUMBER/STREET NAME: Sixth St. LOCATION at State St. MUNICIPALITY: Menasha REFERENCE MARKERS / NODES: COUNTY: Winnebago</div>				<div>CASE No. FILE: sixth_state BY: cr DATE: 8/11/2008</div>			
No.	DATE	TIME	CONTRIB. FACTORS											ACC. TYPE	ACCIDENT DESCRIPTION			KEY #			
1	7/29/1994	20:21	PDO								2		3		FIXO						
2	1/20/2002	14:35	PDO		1		1		1		4		2		FixO		accelerator on unit 1 got stuck and unit 1 hit a utility pole				



# ACCIDENT SUMMARY SHEET

ROUTE: Sixth St.

LOCATION: at State St.

MUNICIPALITY: Menasha

COUNTY: Winnebago

TIME PERIOD COVERED: -

REFERENCE MARKERS / NODES: -

REMARKS: All Accidents

DATE: 8/11/2008

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	0	0.0%	North	1	33.3%	Northeast	0	0.0%
10 AM - 4 PM	1	50.0%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	0	0.0%	East	0	0.0%	Southeast	0	0.0%
7 PM - 12 AM	1	50.0%	West	1	33.3%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%				Unspecified	1	33.3%
Unspecified	0	0.0%						
<b>Total</b>	<b>2</b>		<b>Total</b>	<b>3</b>				

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	0	0.0%	Rear End	0	0.0%	Pedestrian	0	0.0%
Cloudy	1	50.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	1	50.0%	Right Angle	0	0.0%	Parked Vehicle	0	0.0%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	2	100.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>2</b>		<b>Total</b>	<b>2</b>				

SURFACE	# ACC	%	ACCIDENT SEVERITY	# ACC	%
Dry	0	0.0%	Fatal	0	0.0%
Wet	1	50.0%	Injury	0	0.0%
Mud/Slush	0	0.0%	Property Damage	2	100.0%
Snow/Ice	1	50.0%	Non-Reportable	0	0.0%
Unspecified	0	0.0%			
<b>Total</b>	<b>2</b>		<b>Total</b>	<b>2</b>	

TIME OF YEAR	# ACC	%	TYPE OF VEHICLE	# ACC	%
Winter (Dec-Feb)	1	50.0%	Passenger Cars	1	100.0%
Spring (Mar-May)	0	0.0%	Commercial Vehicles	0	0.0%
Summer (Jun-Aug)	1	50.0%			
Fall (Sep-Nov)	0	0.0%	<b>Total</b>	<b>1</b>	
<b>Total</b>	<b>2</b>				

DAY OF WEEK	# ACC	%	LIGHT CONDITION	# ACC	%
Sunday	1	50.0%	Daylight	1	50.0%
Monday	0	0.0%	Dawn/Dusk	0	0.0%
Tuesday	0	0.0%	Night	0	0.0%
Wednesday	0	0.0%	Unspecified	1	50.0%
Thursday	0	0.0%			
Friday	1	50.0%	<b>Total</b>	<b>2</b>	
Saturday	0	0.0%			
<b>Total</b>	<b>2</b>				

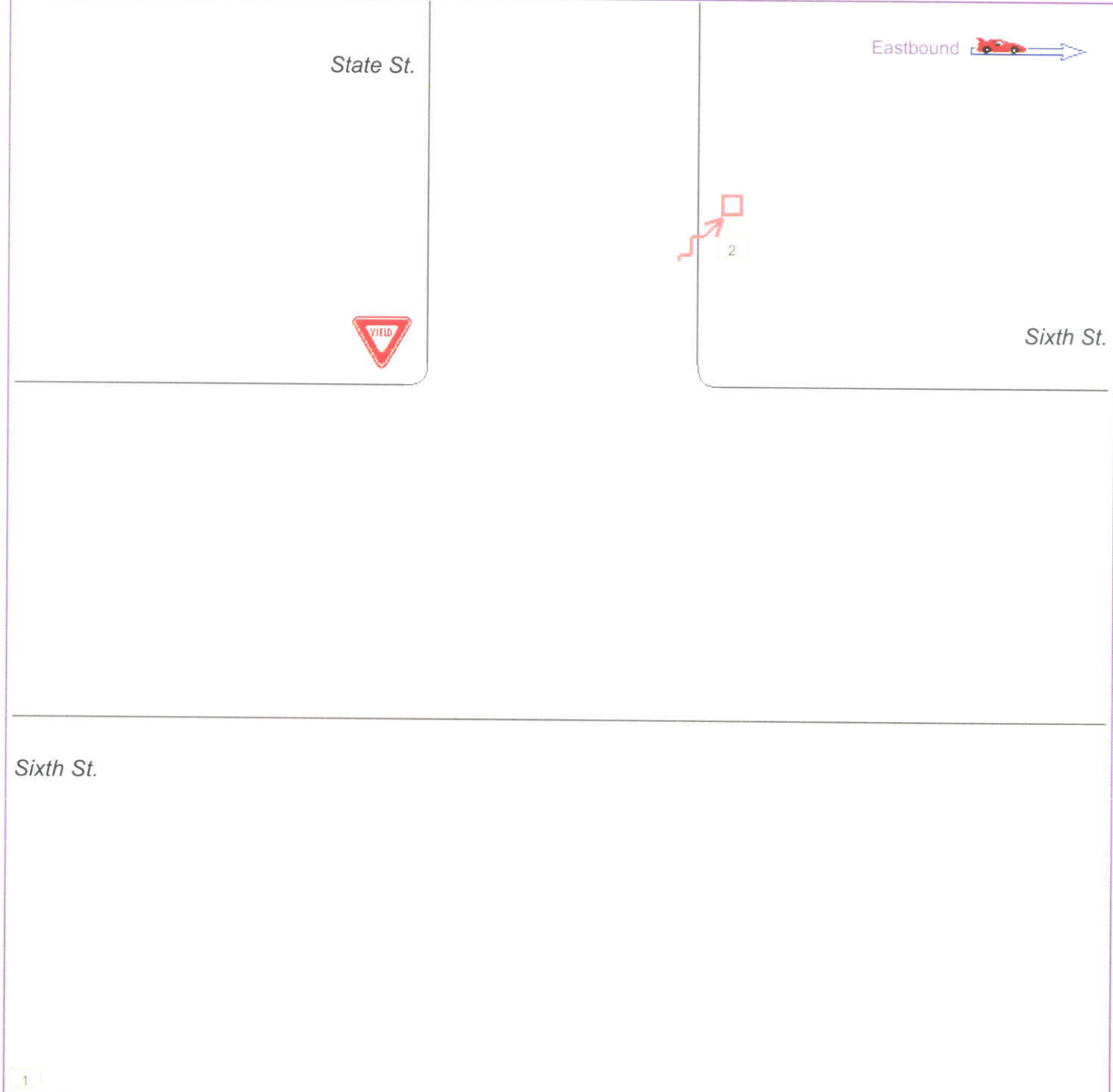
## SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	<b>0</b>
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
<b>Total Accidents</b>	<b>0</b>

# COLLISION DIAGRAM

Key Number =

MUNICIPALITY: <i>Menasha</i>	COUNTY: <i>Winnebago</i>	FILE: <i>sixth_state</i>
INTERSECTION: <i>Sixth St.</i>		CASE #:
PERIOD: <i>0</i> YEARS <i>0</i> MONTHS	FROM	TO
		BY: <i>cr</i> DATE: <i>8/11/2008</i>



SYMBOLS		MANNER OF COLLISION	
	MOVING VEHICLE		REAR END
	TURNING VEHICLE		LEFT TURN
	BACKING VEHICLE		LEFT TURN
	PARKED VEHICLE		OVERTAKE
	RECORD NUMBER		OUT OF CONTROL
	PEDESTRIAN		HEAD ON
	BICYCLIST		RIGHT TURN
	ANIMAL		RIGHT TURN
	FIXED OBJECT		RIGHT ANGLE
	Fatal		SIDE SWIPE